thing the rachtamen found to laugh at in all attaching flags similar to the one at the top to the doings of the day.

The of rial time of the crossing was as follows: 06:12:11 REDUCED TO A WALROVER.

The moment it was seen that the Valkyrie had abandoned the race the tugs of the evening newspapers made a dash for the British boat, and a half a hundred yachts and big passenger carriers did the same. The majority of the fleet held fast for a time, as if undecided what to do.

Five minutes after rounding the lightship, however, the Valkyrie took a tow line from her tender en route for the bay, and then the fleet began to trail away in the wake of the Yankee flyer. There was to be no race, but then the people were out for an excursion and they were going to see the walkover.

The story of this walkover is quickly told. The breese held light throughout. Before more than a third of the conte was covered the wind shifted so much to the south that the spinnaker was taken in Meantime the balloon jib had been set, of course, and for ten miles or so the Yankee drifted on with only that balloon forward. Then within a mile or so of the turn the ordinary lib and staysall were sat, and thereafter the balloon jib was noticeable chiefly for its shivering.

interesting as a trip to the fishing banks when the black fishare biting freely, nor so entertaining as a picnic excursion up the Hudson-but it was pleasant, and, moreover, there was no end to the refreshments on the excursion flest, and the refreshments were kept on ice and had lots of siss in them.

As the turn mark came in view the most of the excursion fleet ran on ahead and gathered near the stakeboat. The Yankee came drifting down with easy grace. The bands on the steamers with one accord began to play patriotto or tie music. A length away the Defender started her big jib down the stay. And then all bands and the steam whistles began to shout. The official time at the turn was:

"NO SECOND," ONCE MORE.

As on another notable occasion in the history of the America's Cup, there was no second.

The run out was slow, but all that could have sen hoped for from the wind. It took 2 hours 6 minutes and 34 seconds. The yachtsmen said it was a great pity the Englishmen had not tried his especially-designed-for-light-airs boat, for the light airs had proved lighter than in either of the preceding races, and, judging from what the Valkyrie had done in the four-knot breeze of the first hour of the first race, she have had an even chance for winning. By spiking his lordship threw away this even

Before the vaporous uproar had subsided the Defender luffed up to gather in her balloon jib topsail. As she swung around the outer mark her white-jackets hauled down her voluminous head sail so carelessly, after the manner of sure winners, that it was caught by a puff, and the foot of it dragged in the sea. If there had been a rival ahead, or just astern, to inspire the Yankee sailors, they might have acted with their usual catlike celerity and had the balloon clawed inboard in a fiffy. Without incentive, they were almost as sluggish as the seamen of a German bark.

Three minutes after she rounded she set her little jib topsail. The wind had shifted to southwest, and it looked for a while as if the peerless aloop might be able to make the home mark in a few long and short legs.

THE WIND SHIPTS.

Later it was seen that she would have a dead to-windward struggle to the finish. She was close-hauled on the port tack, with the larger part of the excursion fleet far to leeward. Their port rails were so crowd ed with admiring spectators that guards were nearly under, and port wheels invisible The starboard paddles fanned the air, and so deeply did the port paddles dip in the gently swelling seas that fountains of foamy water gushed from the interstices of the paddle boxes. There was a band on the City of Lowell, and it played the "Star Spangled Banner" with a fervor-perhaps largely from Teutonic lungs-

that stirred the patriots to enthusiastic cheering. The invisible hands at the aerial bellows were working with more energy now, and the blue hulled American slipped through the swells like the mere ghost of herself. She passed the three-funnelled Hamburg-American liner Nor-mannia, bound out, with pennants of low-lying moke steaming astern. Her port rails were black with passengers, who doubtless wondered

why only one of the racing yachts was visible. The Defender, sailing at her best, went about on the starboard tack at 2:01, standing to the southward. She was looking mighty pretty. and the whistles of the fleet sent her disencouragement at frequent intervals.

BROOMS ARE HOISTED. On some of the steam vachts, sidewheelerand tugs brooms were raised. The tug Mari Hoffman had two brooms on the after end of he pilot house adorned with flags, bearing a blu

American eagle and the shield of the United The horizon seaward had assumed a dark misty aspect. This was partly due to the smoke from the fleet pressed down by the hot and

For a time the procession of sidewheelers and

propellers trailing in the wake of the Bristol model seemed to those a few miles ahead lik dim images of ships. There was plenty been aboard many of the tugs and the passens found some solace in toasting one another and the handsome sloop on the way home. It was recorded, in purely perfunctory fash-

ion, that the Defender went about on the star board tack at 2:45; that she tacked again at \$:15, and again at 3:37. She came about of sephyr, and she glided indolently through the softly heaving sea. There was silence on every vessel that had gathered about the lightship The churning of propellers and the pounding of paddles had ceased. The fleet was in as alum

At last the sleek yacht went about on the starboard tack and headed for the line.

IN NO HURRY TO WIN. She might have crossed on that tack, but Mr.

Iselin, the representative of her syndicate of owners, had something to say to the committee before finishing. As she approached the line she luffed up within 200 feet of the committee' tug. Spectators on several boats nearest to her broke into a cheer.

Mr. Iselin appeared in the waist of the ship with an enormous megaphone. The men aft waved their hands toward the cheerers to com mand silence. Before the vocal enthusiasm was quenched Mr. Iselin had made several ineffectual efforts to be heard. In a moment there was stillness over all the fleet. Then there came hoarsely through the pasteboard trumpet the

Do you want us to cross the line?" From the committee boat this response range

down the wind: Yes !! The graceful sloop wheeled about on the star-

board tack and crossed the line at 4:04:36. Then the pent-up emotion of the disappointed thousands found vent in salvos of cheers, in th uproar of discordant whistles and the bang and boom of mimic and real artillery.

The steam yacht Barracouta gave Defender the most obstreperous greeting. She had a rapidfre gun mounted forward, and a satiorman alumpiy turned the crank, sending forth a report the like of which never was heard at the finish of any other international race. It was a boom like that of a big old-fashioned brass cannon used to fire salutes in times before the war. The Harracouta also had a siren whistle, and on this her skipper played in mournful fashion well suited to the occasion the air of " Home, bweet Home."

DEPENDER HOISTS O'D GLORY.

The steam first crowded up on the Beforder as she bounded toward her anchorage at Ray Rates. She ran up a new allk American flag to but toponer. It was forced flat against the padk white togran by the treshening wind, and appeared as if it were not a real fabric, but a the ends of the starboard spreaders. These flags

represented the Defender's victories. Although the tugboat Wallace B. Flint took the Defender in tow, the towing was a mere formulity until the great sloop was well inside the Hook. The line did not pull a pound, as the Defender was making splendid progress under her mainsail, jib, and club topsail. Every now and then one of the vessels of the fleet ran alongside of the cup protector and gave her a whistle, while all hands on board yelled and

cheered. Many of the excursion fleet stopped at Bay Ridge on the way up to the city to give the exonists a chance to express their sentiments about the Valkyrie, which was lying at anchor off the Atlantic Yacht Club house. Lord Dunraven and his friends had gone ashore, or they might have been much chagrined. From almost every steamer there came a perfect tornado of hoots and jeers, which the sailormen were un-able to stand. They all went below.

HOW THEY PERL ON DEFENDER Herbert C. Leeds Says Bunraven Is No

After the race THE SUN tug ran up alongside of the Defender to find out if any one knew the reason for the Valkyrie's withdrawal. In response to a query Mr. Leeds shouted back:

"We don't know; do you?" Some one shouted, "I guess it was a case of eart failure." Mr. Leeds laughed and said, I guess that was it." Immediately after the Defender dropped an-

chor off Bay Ridge a Sun reporter boarded her. Every one on board seemed pleased at winning, but they were all exceedingly angry at the disurteous way they had been treated through the Valkyrie's withdrawal.

Mr. Iselin, when asked if he knew the cause of the Valkyrie's withdrawal, said emphati-"I do not. I wrote Lord Dunraven a letter

yesterday, in w' 'h I told him I was willing to call Tuesday's rat 'n spite of the committee's decision, and offer to sail it over again This was after the committee decided in my faver. Lord Dunraven wrote declining to sail the race over. "These letters I will not make public now.

was just as much surprised at his turning back his reasons for refusing to race to-day is what I have read in the afternoon papers which I have just received. I have no comments to make on his action.

"We were told by the Regatta Committee that we had won the three races. Now, I am through, so far as the Cup races are concerned clock to-morrow morning for New Rochelle and I have made no decision as yet what I shall to with her.

"I am glad we won the races and saved the Cup, but we had hoped at least to have a race for the trophy."

Mr. and Mrs. Iselin then stepped on board a naphtha launch and went over to the steam yacht Neckan for supper.

Nat Herreshoff, the famous designer of De fender, when congratulated on the American

yacht's victory, said: "I am glad we won the three races, but don't think it was a fair thing for Lord Dunraven to refuse to sail to-day. His talk about the excursion steamers is a flimsy excuse. There was no crowding to-day."

Mr. Herreshoff said that the Defender's new topmast worked all right, and added that he did not know if there would be any more races. Capt. Haff, who was found eating his supper

on the Hattie Palmer, said: "I can't understand Lord Dunraven's talk about the excursion steamers. Certainly he could not have had a fairer chance than he had to-day at the start. There were no boats in the way, and he had a dead beat back all the way. I am glad the whole thing is over, but I would like to have a fair chance to race the Valkyrie before she goes back. I'd show him.

"I told Mr. Vanderbilt to-day that I was a poor man, but that I would put up \$500 toward making a match for \$5,000 a side to sail the Valkyrie twenty miles to windward and back

"Well, I think they have been used fairly. Mr. Iselin offered to resail Tuesday's race, I don't know what's the matter with them, unless they were a bit sore at the action of the committee in sustaining our protest. The committee's action was perfectly fair, and ninetynine out of a hundred yachtsmen will endorse the committee's verdict."

When asked what he thought when he saw the Valkyrie withdraw. Capt. Haff said . "Well, I thought they expected the wind to

haul to the south'ard, and, thinking it would be a reach both ways that is, a broad reach out and a close one home—they did not care to face

That is to say, Captain, they stood no chance with you?" "That's it." was the reply, "but as it turned out, the wind was west by north one-third of the way out, and then it hauled to the south, when took in our spinnaker, making it a broad reach. After we got to the mark the wind

hauled back again, and we had a dead beat home.' Herbert C. Leeds, who was on the Defender.

"The Valkyrie's withdrawal was very unforunate, and I think Lord Dunraven's action was anything but complimentary to the Regatte

Yacht Club and the American people. 'I understand roughly that the Valkyrie's withdrawal was caused by the crowding of excursion steamers. I saw no overcrowding, aud I understand that the waters off Sandy Hook re a public highway, and I don't see how we can compel people to keep away. The road was clear at all times and I saw no interference. "It's an insult to the American people, Lord Dunraven is no sportsman. I knew that two

years ago." In response to a warning admonition to b careful what he said, Mr. Leeds exclaimed: Yes! I don't care if I do say it. It's so!"

Woodbury Kane said, "Well, we won, but I think Lord Dunraven's action is anything but sportsmanlike."

Latham A. Fisk, a prominent member of the America's Cup Committee, and who represented the New York Yacht Club on the Valkyrie yesterday, was seen at the Atlantic Yacht Club ouse last evening. When asked if he knew the reason for Lord Dunraven's withdrawal, he

"I only know that Lord Dunraven sent letter to the committee. What its contents were I do not know, and, under the circumstances, you must excuse me if I decline to discuss the matter at present."

AMONG UP-TOWN CLUBMEN.

Dunraven's Eliquette Commended, but His Sportsmanship Bonbted. The bottom dropped out of the yacht race as a popular excitement with the refusal of the Val-kyrie to sail. The hotel lobbies assumed their

regular appearance, the talking yachtsmen having all disappeared. There were only a few members at the New York Yacht Club in the afternoon. From one group came the exclamation, in the agentorian

tones of Commodore W. L. Brooks: "It's mighty small!" It was the consensus of the club.

"It looks very childish," said F. T. Robinson.
'I was very close to the mark, and will swear that the course was clear. Anyway, the Val-kyrie sailed wide and the topsall was not up, evidence that a start was not intended. With this in mind, Dunraven did the proper thing in crossing the itnes and in hoisting the New York Yacht Club flag after the withdrawal. It was an admission that the races were over, and he

did the right thing to settle it up. It is unfortunate the second race was settled on a technicality, but all is ended now. Iselin has very gamely offered to resail the race, but, as the management of the match is entirely vested in the America's Cup Committee, it is a question if he has personally the right to reopen the series. I do not think the New York Yacht Club. will change the course from its home waters, aithough it has the right to do so. The Marble-head course will be just as crowded as the New follow the boats to Halifax, if necessary, to ac-

commodate the public. A. B. Jones was all smiles. "I think it all very funny-the manner of this withdrawal," he said. "I never saw a clearer course, and there was no excuse for dropping out on the score of crowding. Dunraven showed from the first that he had decided to give up, and the etiquette of the proceeding was perfect. I think he is very sorry over Valkyrie's defeat."

Niel Olsen was bustling about in a joyial mood, "Well, it gives us the cup by a race, a judgment, and a walkover," was his reply to s "I have seen every centest since the question. irst, in '51, when we won the trophy, but I never saw a race decided like this. Instead of the hard battle we expected, things have been quite

different." "If the withdrawal of Dunraven is a test of true sportsmanship, I don't want to be a sports man," said Secretary Olsen. He had a bow of red, white, and blue in his buttonhole, and was seemingly glad to know that the cup was

safe on any terms. Later on, at 7:40, Commodore Smith, Chairman of the Cup Committee, rushed into the

He seemed full of business. Will you have anything to give out?" asked " Will I? You just wait until our meeting to

night." With this hasty statement the Commodore rent into the library, where he met A. Cass Canfield, and a whispered conclave was started Chester Griswold of the Regatta Committee arrived next with John R. Busk. They called up S. Nicholson Kane and arranged for both

committees to dine at the Knickerbocker Club

and to meet at the yacht club later. Two hours later, at 10 o'clock, the committee men marched into the club house in a pro cession that was unintentionally quite impressive. Commodore Kane and Irving Grinnell marched in front, and then came the others wo by two. A. Cass Canfield, who had no dined at the Knickerbocker, arrived a few mo-The two committees were now complete, and the men went up stairs to the library for their deliberations.

The committees were still in session at 11 o'clock when Mr. C. Oliver Iselin drove up to the club in a carriage with Mrs. Iselin. Com-modore James D. Smith made the following statement, soon after Mr. Iselin had joined the

"There is no condition of the agreement as to sailing the cup races that has not been strictly lived up to by the Regatta Committee of the New York Yacht Club. The endeavor to interpose new conditions a few hours before an appointed race by Lord Dunraven should have hardly been attempted, certainly not insisted upon to the ceded to might result in his withdrawing from the race if he so decided, after reaching and going over the line.

"There was no course left but to start the yachts by the committee, nor could any course be taken but to have the Defender sail over the course. This under the rules made her the winner to-day. Mr. Iselin offered to sail the race of Sept. 10 over thus making it no race, which Lord Dunraven declined to-day by letter.

"I can enter into no discussion of the reasons actuating Lord Dunraven in declining to go on with the races. He is a far better judge than I as to the course he should pursue, and if he is satisfied I certainly must be."

After talking with the committees for a half hour Mr. Iselin left. He stopped long enough it the lobby to say that Mr. Smith had correctly stated the facts.

A few minutes before midnight Irving Grinnell said that the Regatta Committee would make no public report. They had reported Defender the winner of the series to the America's Cup Committee, which in turn would report to the club. The committeemen dispersed soon after.

ATLANTIC YACHT CLUB'S PARTY.

for a Cup and Sweepstakes, There were about 650 souls on board the Atlantic Yacht Club's boat (isy Head, and a more disappointed crowd of yachting enthusiasts never returned to the city. It was certainly a set-back, as the day could be called an ideal one The crowd set up a wail when the English yacht came about after crossing the line, and some of the comments made by those aboard did not re-

flect any credit on Lord Dunraven. The "yachty ones" had everything arranged. brindle bulldog sat on the stringpiece of the dock just previous to the boat's departure. Someone ventured to remark that he thought Lord Dunraven would carry off a victory to-day. Thi remark was no sooner made than a splash was heard. The excitement ran high for a minute or two, and finally the bulldog was fished out of the river. It was he who had caused the excitement, and it really looked as though the dos had become disgusted at the remark and tried to take his life. The animal was brought aboard and was to have acted as a mascot, but he lost a

After the Defender had covered more than baif the distance THE SUN reporter overheard a conversation between two of the French wait ers, which nearly ended in a row.

"Zee Defender iss now in front," remarked "No, eet iss Monsieur Dunraven's vessel,

spounted the other. They would probably have issued challenges for a duel on the spot had not friends stepped in and explained to them that there was only one

boat in it. Both looked surprised. The members of the Atlantic Yacht Club were very much aroused over the action of the Engpurse of from ten to twenty thousand dollar and to challenge the English boat to a series of races with the Defender. The suggestion me with approval, and a dozen or more members expressed their willingness to contribute sum loward the purse there and then. In the party were Gen. Thomas L. Watson, Fleet Cantain of the Atlantic Yacht Club; Col. D. E. Austen, Jefferson Hegan, J. L. Bliss, J. J. Phelps, F. A.

Reid, and Thomas W. Pearsail. The question was then carried to the Atlantic Yacht Club's Regatta Committee, who were on board, and the latter body went into session They were authorized to issue a challenge for a test between the Defender and Valkyrie to sai one or three races as the owners may decide. Both Mr. Iselin and Lord Dunrayen will be com municated with at the earliest moment. The committee will issue a challenge for a sweep stake, but the club will offer a cup to the value

of not less than \$1,000. The challenge will call for a race anywhere between Sandy Hook and Marbiehead under the rules of either the New York. Atlantic, or

Larchmont Yacht Club. among those who watched the walkover from the decks of the Gay Head were Gen. and Mrs. T. L. Watson, Col. David E. Austen, Col. and Mrs. William Grosvenor, Gen. Schwertze and son, Gen. A. P. Ketcham, Dr. and Mrs. H. Barkelow, George H. Hliss and Miss Ethe Bliss, Mr. and Mrs. J. L. Bliss, J. L. Church Mrs. Howard Gould, Col. J. C. Robertson, Capt J. J. Phelps, H. Manley Crosby, Major George W. McNuity, A. H. Van Brunt, Mr. and Mr. Oliver Drake Smith, B. Drake Smith, and Robert C. Hilton.

DISAPPOINTED EXCURSIONISTS.

Over 50,000 Persons Pald from 82 to 85 Aptece to See the Finseo. Probably the most indignant person among

the throngs of excursionists which followed the Defender yesterday was an Englishman on board the New York Yacht Club's steamer St. Johns. The visitor, who is said to be a Mem ber of Parliament, arrived on the Majestic yesterday morning, having come here purposely to see the last of the yacht races. He immediately started hustling for a ticket on the St. Johns. and at 8:45 o'clock, lifteen minutes before the ateamer left her dock at the foot of Rector street, got one. He was considerably flustered ,when he finally got on board, and sat down in a corner and began mopping the perspiration from his face.

"By gad, sir!" he remarked to the man next to him, "think of coming 3,000 miles to see this

him about his long journey to see the race and how near he came to missing it. He was so happy, however, over cetting a ticket that he couldn't contain himself. When the Valky-le crossed the line under a jib and a mainsail, and those on board the boat began to howl as they realised what it meant, the Englishman's face

was a study. "By gad, sir!" he exclaimed, "is it possible the Lord's dodging it?" Then, as the Valkyrie turned back, and there was no longer any doubt of her intentions, he cried out:

"This is the way you represent England, is it? Oh, you shall answer to the English people for this; you shall answer for this," For nearly an hour the Englishman kept up his tirade of abuse, and then he disappeared

It is doubtful if a more disappointed lot of

persons ever came into New York than the

thousands of excursionists who returned from following the Defender over the course yester day. Over 50,000 persons paid from \$2 to \$5 aplece to see the race. Lord Dunraven's attitude was a mystery. They couldn't understand why he declined to sail after going out to the starting point, unless it was because he thought the excursion boats would interfere with him. There seemed to be no reason for this fear, as far as anybody could see, because the boats took particular pains to keep out of the way of the English yacht. Then, again, it was evident to most of the excursionists that the Valkyrie had

no intention of sailing, any way, for she ma-

nœuvred around an hour before the race with only her mainsail and two libs set. As the time for the race approached, and no further preparations were made on the English boat, the excursionists howled in derision. When the preparatory gun was fired, and still no attempt was made to set the topsail or to run out the spinnaker boom, the spectators were convinced that Lord Dunraven did not intend to race. No one was surprised when the Valkyrie turned back after crossing the line, but every one was angry. The people yelled and howled, the boats blew shrill blasts on their whistles, while one little steam launch, possessed of a steam pipe that ran up and down ion which sounded much like a derisive laugh. and wound up by whistling the first few bars of

'Home, Sweet Home." Very few boats followed the English yacht on her retreat, but all went sailing after the Defender. It was poor kind of sport watching a boat indulge in a walkover, but the excursion ists amused themselves by cheering the American boat about every five minutes. While many believed that Lord Dunrayen had ground for refusing to race, many condemned him for

not announcing his intensions beforehand On the New York Yacht Club's steame everybody seemed to be disgusted over the fiasco. Among those on board were: Fred Gebhard Capt. Frank Langdon, Hart Lyman, the Rev. Dr. Wassen, Mr. and Mrs. J. V. S. Oddle, E. H. Appleton, S. E. Morse, Col. and Mrs. De Lancey Kane, Robert Reid, Fred Olcott, Adrian Iselin, Adrian Iselin, Jr., W. A. Coffin, Edward Simmons, A. L. Collins, T. F. Clarke, Dr. and Mrs. J. C. Barron, Dwight Braman, and E. N.

ON THE POLICE BOAT PATROL. A Small Blaze in the Engine Room Cause

The police boat Patrol left Pier A, North River, a few minutes after 9 o'clock yesterday morning for the race. Acting Inspector Mc Cullagh had charge. The Inspector couldn't find his sea legs, and as a result the trip was not a pleasant one for him. Dr. Cook, President of the Board of Police Surgeons, and Surgeons Mark Williams and McGovern were aboard. Major Kipp, Chief Clerk of the Police Depart

ment, was also there. Among the guests were Col. Appleton of the Seventh Regiment, Col. Green of the Seventy-first Regiment, Police Captain Buckholz of the Stagg street station, Brooklyn; Edward Center of the New York Yacht Club, Mrs Robert Center, Secretary Bell, and Clerk Dobbs of the Police Civil Service Board. On the trip down to the Sandy Hook Lightship a small blaze in the engine room caused some little excitement. One of the policemen left a blone and some old clothes hanging behind the smoke stack and they caught fire. The engineer threw them on the deck and dashed several buckets

of water over them. Cornelius Vanderbilt's yacht Conqueror steamed alongside of the Patrol in the lower bay, and the boats kept abreast of each other for about a mile. The Conqueror than forged ahead. The Patrol reached the starting line on time to hear the first gun fired in the committee boat at 11:10 o'clock. Those on board noticed that while the Defender was in racing trim with her sails set, the Valkyrie was sailing about under jib and mainsail. All hands wondered why the British boat did not raise her club topsail. It was then within a few minutes of starting time, and the opinion was freely expressed that the Valkyrie did not intend to race 'I guess Lord Dunraven knows he's out classed," said Col. Appleton. "It's a clear case

of weakening," remarked Major Kipp.

The Patrol followed the Defender over the course. The large fleet of excursion boats kep well away from the racer. The Patrol reached the turning flag about a quarter of an hour be

fore the Defender. On the return trip an interesting incident oc curred. Policemen Durkin and Klute, who were on the upper deck, caught a small bird in one of the lifeboats. The little thing was reatly exhausted. After drinking some water and eating a lot of bread crumbs it became young thrush. Others thought it was a mock ngbird. It is supposed that it flew off an excursion boat. The men on the boat said it was mascot, and it was christened Defender. The crew are going to keep the bird on the boat.

WAS IT GLENNIE'S COACHING?

A Prominent Tachtsman Thinks Re Preju-diced Lord Dauraven. One of the most prominent members of the New York Yacht Club, and a man who is nearer to the Defender syndicate than anyone

eise, said last evening: " I am quite certain that there would not have been as much trouble over the cup races this year as there has been had Lord Dunraven acted solely on his own notions of true sport and fair play. As a matter of fact, Mr. Arthur Glennin has been rather the power behind the throne. He is, i believe, if the truth were known, here as the personal representative of the other members of the syndicate who built

the Valkyrie. 'If I am correctly informed, Mr. Glennie has lost no opportunity to impress upon the mind of Lord Dunraven the fact that the Yankees are fond of sharp practice, and do not hesitate t resort to it on all occasions. His constant efforts to prejudice the Earl's mind have made his Lordship much more inclined to bicker than he otherwise would be. We have all noticed that his Lordship has not met us quite in the same spirit that he did two years ago, and we believe that Mr. Glennie has been the disturbing ele-

COMMENTS OF THE BRITISH PRESS They Incline to the View that Lord Dunraven Has Been Hardly Used,

LONDON, Sept. 12,- The St. Jumce's Gazette, in a comments on the decision of the New York Regatta Committee upon the protest of the Defender against the Valkyrie, says it refuses to believe that there is any truth in the cablegrams received here affirming that Lord Dunraven threatened before the committee's decision was announced that he would not allow his boat to start in any more races if the decision should be against the Valkyrie. "The committee's award," the Guzette says, "ought to be received in a sportsmanlike spirit. Mr. iselin's offer to sail the race over was most sportsmanlike and

exceedingly gratifying." The Pull Mull Gazette says: "Nobody coming into contact with Lord Dunrayen can question his being a thorough sportsman. That being the case one is inclined to speculate as to why the committee's decision seems to him unjust, spenden treation of a painter. A few moments

York one. It is a distinctly English idea to

It is possible that his protest merely means that
Unless the excursion boat intense can be
checked he will not race again. If he will not
checked he will not race again. If he will not
race no other Englishman will care to challenge

The Westminster Gardie says the committee adocision will certainly put the bad feeling existing between the English and American sportsmen to a severe test.

GLASDOW, Sept. 12,—The Glasgow Herald tomorrow will say: "So ends one of the greatest flascoe in the annals of sport. We can hardly believe that the result of the contests is more satisfactory to honorable American sportsmen than it is to ours. There has been no fair trial of the merits of the two yachts."

Regarding the action of Lord Dunraven in returning after having crossed the starting line in today's rare, the Herald will say: "It must be said that his Lordship took his reputation in his hand, but, on the whole, we think his saction amply justified, if only by the statement of Mr. J. Frederic Lams that Hritish yachtsmen mist give up the idea of again contesting for the possession of the cup."

The India Chronicle will say to-morrow, regarding the America's Cup contest of to-day, that it thinks the Valkyrie was right in not risking herself and her orew among the pittless swarm of boats in lower New York Bay, and then contemptuously give up the contest. Continuing, the Chronicle will say:

"So we suppose there is an end to the rather ghastly farce called the international yacht race of 1805 and probably of all Anglo-American yacht racing on the other side of the Atlantic, Lord Dunraven will probably come home on to-morrow's Cunarder. He will have the sympathy of avery Englishman. We can boost, antique, slow-witted race though we be, that we can show our American friends how to conduct a great sporting event with decency and in good order."

The Standard will say: "It is not international interference that Lord Dunraven complains of.

can show our American Hernas now to conduce a great sporting event with decency and in good order."

The Standard will east: "It is not international interference that Lord Dimensen complains of, but the impossibility of a ridir contest under such conditions. It will likely be a very long time before British yachtsmen race again for the cup when the conditions are such as to render the result a mere matter of chance."

The Daily Graphic will say: "On both sides of the Atlantic the utmost symmathy will be felt with Lord Dunraven, who has neted with much dignity under trying circumstances. The American possession of the cup will not again be challenged until the authorities there arrange for a properly clear course."

The Laily News will say: "It is a most melancholy finsco and regrettable beyond measure but Lord Dunraven, it must be allowed, is the best judge of what is fair play for his boat. He foresaw danger when he asked he Regatta Committee to hold the contest in less crowded waters. They did not comply with the request, and they will not excape the censure of the American public. It is a pity that the Valkyrie should leave American waters without having had one fair trial of her strength."

"Could not," the News asks, "a race be sailed."

that the Valkyrie should leave American waters without having had one fair trial of her strength."

"Could not," the New asks, "a race be sailed for love far from the maidling crowd of New York?"

The Dealy Telegraph will say: "If the American public will not submit to the dictates of good order and self-restraint, which elsewhere are stronger than any police, they cannot blame an English gentleman for refusing to risk his crew and vessel in the hubbuh of such a scene."

The Times will say: "It will be generally held that the weighty reasons urged by Lord Dunraven justify him in adopting the course he has taken. The persons chiefly to blame are the Captains of the excursion steamers and the sight-seers, who insisted upon crowding the yachts. The American sportsmen appear to have behaved with the fairness and sense of honor we should have expected of them.

"If the committee would consent to holding the races in clear water we do not doubt that either Lord Dunraven or some other British challenger would speedily test the powers of American builders and yachtsmen once again. The committee cannot escape soms share of the blame for what has happened. They attempted an impossible task when they undertook to control the mob of excursionists without adequate means, and, describe a fair warning, the consequence has been the complete failure of a meeting on which high hopes were fixed on both sides of the Atlantic."

VALKTRIE TO BE STRIPPED, Jury Rigged, and Sent Home- Lord Dun

raves Leaves for Ningara. The Valkyrie, it was said last evening by on who professed to know Lord Dunraven's plans, will be taken to Eric Basin this morning. stripped, and jury-rigged for her voyage home which will be begon within a week or so. Lord Dunraven and his daughters will leave for Niagara Falls at once.

A BLAST FROM TORONIO.

Priendship Between Two Countries Will Be Strained Owing to the Result of the Race.

TORONTO, Sept. 12.-The Evening Star, in an ditorial on the yacht races, says: "The action of the Defender people in contining the race to-day after the Valkyrie, true to Dunraven's plain intimation, had withdrawn at the start, makes it very certain that the spirit of honorable sport is wholly absent from Mr selin and his companions in the ownership of

"To-day's flasco proves what has been said that the Americans were determined to retain the cup at any cost. They will probably be left in undisputed possession of the trophy. No Briton will ever ask for another race, and Americans in all branches of sport and athieties will find it difficult to induce Englishmen to trust them sufficiently to play either afield or affect.

affoat.

"Worse than that, if Iselin & Co. claim to-day's race and the American public do not sharply repudiate the whole business, the friend-ship between the two countries will be severely strained, and the cause of an Anglo-American alliance for the preservation of peace will be set back a hundred years."

WILL THEY RACE FOR THIS CUP? An Offer of a 85,000 Trophy to Be Satted by Defender and Valkyrie III.

BOSTON, Sept. 12.-The Boston Globe will say o-morrow morning: "Gen. Charles H. Taylor, editor of the Globe, has made an offer to C. Oliver Iselin and to true yachtsman but all the lovers of fair offered a \$5,000 cup as a trophy to be contested for over the Marblehead course by the Defender and Valkyrie III., and thus de-termine which is the better of the two boats." The following telegram sent by Gen. Taylor last evening to Mr. Iselin and Lord Dunraven explains itself:
"Owing to the unsatisfactory conditions which seem to exist off New York for a contest of such magnitude as you are engaged in, I hereby offer a \$5,000 international challenge cup to be sailed for by the Defender and Valkyrie III. off Marblehead; can to be called the 'Massachusetts Bay Cup.' In case of acceptance conditions can be arranged at once."

How Could This Be Sot

Extract from Lord Dunraven's Letter to the Cup Com-To-day on the reach home a flock of steamboat ere steaming level with me and close under my lee I salled nearly the whole distance in tumbling, broker

vater in the heavy wash of these steamboats, Is there any sailor in New York who can explain how any steamer that was "level with ninety-foot yacht and even so close a-lee as 100 yards away could project her wash far nough forward of her beam to interfere with

A Receiver for the Equitable Mutual, Louis C. Raegener was appointed yesterday eceiver of the Equitable Mutual Fire Insurance Corporation of New York, whose offices are at 120 Broadway, by Judge Dugro of the Superior

Court on the application of Leopold V. Schlosser, who obtained a judgment on July 15 against the company for \$1,492. who obtained a judgment on July to against the company for \$1,292.

Other judgments have been entered recently against the company, which has been in hot water for six months past. If n May last application was made for the appointment of a receiver in the Court of Common Pleas, but the motion was denied. A judgment for \$2,118 was obtained against the company yesterday in favor of the Planters' Cotton Seed Crushing Company of Greenville, Miss., for a fire loss on March 25 last.

Sorry Summer

"That's what I've had," remarked a lady lately, "and it's because I did not stick to Hood's Sarsaparilla last spring but was induced by high sounding advertisements to experiment with an untried remedy. It failed to give me the health and strength I have always gained from Hood's Sarsaparilla and I've lad a sorry summer. So now I propose to stick to

Hood's Sarsaparilla

In Fall, Winter, Spring and Summer whenever I need medicine, and I know it will never fail me." Do likewise.

Hood's Pills act harmoniously with closed. To day next.

for the cup for many a long year to come, at least until the history of the America's Cup in forgotten." The Westminster Gazetts says the committee's decision will certainly put the lead feeling exiteting between the English and American sportsmen to a severe test.

The Largest and Choicest Collection

EVER SEEN IN AMERICA

MODERN AND ANTIQUE.

VAN GAASBEEK & ARKELL,

Broadway, 22d St. and 5th Av.

Valuable Property, Belleved to Have Beer

Stolen, Found in a Flat. Special Detective Gunson of the East Sixtyeventh street station has uncarthed what he believes to be a good-sized "fence," that contains all sorts of goods, the proceeds, he thinks of many robberies. He made the discovery through Mrs. Abraham Dowdney, the widow of the late Congressman, of 28 East Seventy-fifth

Mrs. Dowdney returned from the country on Sept. 2. She found that Mrs. Maggie Hamilton. a widow, of 336 East Sixty-sixth street, who had been left in charge of her house, was gone. She at once called at Mrs. Hamilton's house to She at once called a STS. Hamilton a none we learn why she had deserted her charge. While there she noticed a bit of Florentine mosaic that had cost her husband \$100 in Italy.

She hurried home and took an inventory of her effects, finding that about \$150 worth of brie-A-brac, jeweiry, laces, and sliks was miss-

Folice Captain Strauss of the East Sixty-sev-enth street station assigned Detective Gunson to the case. The latter located most of Mrs. Dowdney's missing property at the Hamilton

enth street station assigned Detective Gunson to the case. The latter located most of Mrs. Dowdney's missing property at the Hamilton flats.

Yesterday afternoon Gunson placed the Hamilton woman under arrest and took her to York-ville Court, where Massistate Fiammer remanded her to enable the detective to find owners for some of the property.

Capt. Strauss obtained a search warrant and in company with Petective Gunson went to the apartments of Mrs. Hamilton, where they found Mrs. Howdney's effects. Capt. Strauss secured a moving van and last night two loads of stuff were removed to the station house. This morning another load will be removed from the coal bin in the cellar. There are at present four or five packing cases and three trunks and a few barrels packed with stuff, which the police have not yet opened.

Among the goods taken to the station house last night are four barrels of fine china and glassware, three large trunks containing rugs, a large case of knives, forks, and spoons, three sacks which contained sealskin mufs, a couple of rolls of silk, two or three Astraknan capes, severar silk umbrelias, two lace parasols, and some shawls. There were about 300 books, 125 pictures, among them a number of fine cichings, three bronze statues, a large quantity of brice-brace, fifteen costly lamps, several bisque figures, and other articles more or less costly. A canary bird in a fancy cage, a handsome fox terrier, and a Maltese cat, were among the things which were seized under the warrant.

Early in the evening Thomas Hamilton, the prisoner's husband, was arraigned before Sergeant Hussey on the charge of being concerned in a robbery. He denied having any knowledge of the majority of the goods which had been seized. Hamilton said that he was married four years ago at the Little Church Around the Corner, and a marriage certificate bore out his statement. He said that he was married four years ago at the Little Church Around the Corner, and a marriage certificate bore out his statement. He said that he was marr

Dowdney's house but twice while his wife had charge there.

Hamilton is 33 years old, smooth shaven, and is employed in McGrath's livery stable, in Sixty-third street. Detective tionson asked Hamilton where a lot of chamois skins came from which were found in the apartments. He replied that he had brought them from Arverne-by-the-Sea, where he had been employed during a portion of the summer.

Further questioning brought out from Hamilton a statement that he had worked for Charles Grass and P.L. Thebaud. The latter, he said, lived in Seventy-third street, but he had forgotten the address of the other man. He was locked up, and will be brought to the Yorkville Court this morning.

Secretary Morton Issues an Important Collector Kilbreth received from Secretary J. Sterling Morton of the Department of Agriculture yesterday an important order concerning the exportation of meat. The letter was turned over to Deputy Collector Hawthorns of the first

division, and promulgated by him among all

steamship men. The order is as follows:

MEAT FOR THE EXPORT TRADE.

"Whereas section 2 of the act of Congress approved March 3, 1891, as amended in the act approved March 2, 1895, provides as follows: "'That the Secretary of Agriculture shall also cause to be made a careful inspection of all live cattle, the meat of which, fresh, saited, canned, corned, packed, cured, or otherwise prepared, is intended for exponiation to any foreign country, at such times and places and in such manner as he may think proper, with a view to ascertain whether said cattle are free from disease and their meat sound and wholesome, and may appoint inspectors who shall be authorized to give an official certificate clearly stating the condition in which such cattle and meat are found, and no clearance shall be given to any vessel having on board any freel, salted, canned, corned, or packed beef, being the meat of cattle killed after the passage of this act, for exportation to and sale in a foreign country from any port in the United States until the owner or shipper shall obtain from an inspector appointed under the provisions of this act a certificate that said cattle were free from disease and that their meat is sound and wholesome.

"It is ordered that from and after Sept. 16, 1895, all beef offered for transportation, whether fresh, salted, canned, corned, packed, shall be accompanied by a certificate showing that the cattle from which it was produced were free from disease, and the meat sound and wholesome, the first of the cattle from which it was produced were free from disease, and the meat sound and wholesome, the interest of this department. And in order that it may be determined whether all beef exported has been so inspected and found to be wholesome, it is further ordered that the meat of all other species of arimals, which for any reason does not bear the inspection tags and stamps of this department, shall be packed in barrels, cases, or other packages, which are meat of all other species of animals, which for any reason does not bear the inspection tags and stamps of this department, shall be packed in barrels, cases, or other packages, which are legibly marked in such manner as to clearly indicate the species of animal from which the meat was produced. Meat which is not so marked, and which is not so accompanied by a certificate of inspection, will be classed as uninspected beef, and will not be allowed exportation.

"Notice is hereby given to exporters of meat, whether said meat is fresh, saited, canned, corned, packed, or otherwise prepared, and to owners and arents of vessels upon which said meat is exported, that no clearance can be given to any such vessel having on board said ment until the provisions of this order are compiled with.

"J. Stending Monroy, Secretary."

WAS IT RYDROPHORIAT

Frank Ther Dies Six Weeks After Being

NEW BRUNSWICK, Sept. 12. Frank Ther, the ten-year-old son of Alexander Ther of 131 Netison street. New Brunswick, returned from school yesterday afternoon complaining of being ill. He was put to bed, where he was soon in iii. He was put to bed, where he was soon in agony. Dr. Alton L. Fianders of Hellevue Hospital, New York, who is filling the place of Dr. F. M. Domahae, while the latter is on his yacation, was called. He was mystified by the symptoms until he learned that the boy had been bitten by a dog just six werks ago. In a few hours the boy began frithing at the mouth and snapped at those who tried to haid him. Then he barked like a dog, and early last evening he died in great agony.

The Conscale Rate War in Court. There was an argument before Justice i allen.

bethe Supreme Court, Brooklyn, Yesterday or in application for an injunction to restrain the Brooklyn and Rocksway Beach Rattroad Company from closing the grounds at Canarsic. The application was made by Emil Schiellein, a hotel keeper. It is the a teams of the was be-tween the old Canarsieralized and the five-cent house acres the old Canarsieralizand and the average tween the old Canarsie. Mr. Fear-sali, counsel for the old company, select for an adjournment, and, in order to accure it, agreed that, for the present, the gates should not be closed. The hearing was postponed until Monday.

DR. CHARLES H. HALL DEAD.

THE AGED RECTOR OF HOLY TRINITY IN BROOKLYN.

The Rev. Dr. Charles H. Hall, rector of Holy

Trinity Church in Brooklyn, died at 11:12

Fifty Tears a Clergyman in the Episcopal Church-His Preuliar Experience in Washington During the War-His Activity in Politics and His Popularity,

o'clock last evening at his home, 157 Montague street. His wife, his daughter, Dr. Bierwirth, his physician, and a few intimate friends were at his bedside. He had been ill a long time. Dr. Hall was born in Augusta, Ga., on Nov. 7, 1820. His mother was a Presbyterian and he was brought up in her Church, but he became a stanch Episcopalian while a student in Yals College. He received his preliminary education in Phillips's Academy, at Andover, Mass., and entered Yale in his eighteenth year. He was graduated with high honors in the class of 1842, He at once took up the preparatory work of the

Episcopal Church and became a divinity student in the General Episcopal Theological Seminary in this city. In 1845 he was ordained at Fair Haven, Conn. His first pastoral charge was St. John's Church, at Huntington, L. I. In a few years he became rector of the Church of the Holy Sacrament at West Point and also chap Upon leaving West Point Dr. Hall went South and took charge of St. John's Church, on John Island, S. C. In 1856 he accepted a call to the Church of the Epiphany at Washington, and

Church of the Epiphany at Washington and remained its rector during the exciting period of the war. President Lincoin and Secretary Stanton often heard him preach. Jefferson Davis was a member of the Epiphany Church before he assumed the Presidency of the Southern Confederacy, His pew in the church was occupied subsequently by Secretary Stanton. After hostilities began the Davis plate on the new was removed one night and never was recovered.

It was supposed in the early period of the war that Dr. Hall was not in active sympathy with the Union cause, and it was said that at one time there was some talk of confining him in Fort Warren. His loyalty, however, was demonstrated, and Secretary Stanton placed a desk in his office at his disposal, where he could attend to matters relating to his work for the attend to matters relating to his work for the relief of prisoners. On Easter Sunday, the sec-ond day after President Lincoln's assassination.

ond day after President Lincoln's assassination, he delivered a noteworthy eulogy on the martyr President. Dr. Hall's church was used as a hospital during the war.

After thirteen years' ministerial service in Washincton Dr. Hall accepted a call to the Holy Trinity Church in Brooklyn, succeeding the Right Rev. A. N. Littlejohn, who, on Jain 27, 1860, had been consecreted the first Episcopal Hishop of the Long Island diocese, Next to the Bishop, he had been ever since the most conspicuous Episcopal minister in the diocese. He had been well known also for the general interest he took in public affairs. He had long been Chairman of the Standing Committee of the diocese, and the chancellor of the cathedral at Garden City since its foundation. He was always a close Triend of Henry Ward Beecher, and he delivered the principal address at his funeral. He was also Chairman of the Committee on the Frection of the Beecher Statue.

Dr. Hall was regarded as a representative low. Statue.
Dr. Hall was regarded as a representative low

Dr. Hall was regarded as a representative low church man in the denomination, but his church always led the rest in the superior quality of the music. He published a collection of hymne and other works, including." Notes on the trospel," in two volumes, "The Church of the Household," "Spina Christl," and "Valley of the Shadow." He received the degree of B. D. from Hobart, Columbia, and St. James's colleges. He took an active part in politics from time to time, and in State and national affairs almost invariably remained a loyal Democrat, He frequently appeared on the platform of the Academy of Music at great Democratic gatherings, and on many occasions made political addresses, but such action on his part never disturbed his harmonious relations with his congregation. gregation.

For several years Dr. Hall was one of the Democratic members of the Civil Service Commission and was also on the Park Commission. He was very liberal in his religious views and numbered among his close friends leading ministers in almost all the other denominations. In spite of the general shifting of the population from the Heights to the up-town districts. Holy Trinity retained a large congregation all through Dr. Hall's prolonged rectorship. He leaves a widow and three daughters.

Charles Cavaroc, for many years the best known banker in New Orleans, died there on Wednesday, aged 67. He was a native of Auguileue, France, went to Louisiana in 1816 and started in the wine business. The wine house of Charles Cavaroc & Co. soon became the largest in New Orleans. In 1868 he was elected President of the Bank of America. He organized the New Orleans Insurance Association, of which he was President; the Barb Arm Gas Company; was elected President of the Slaughter House Company, and was head of one of the largest cotton buying houses in the city. From 1808 to 1873 he was regarded as the wealthlest citizen of New Orleans. In the panic of 1873 he went down. His bank, his firm, and nearly all his companies falled. During his affluence he was liberal in his gifts to all public enterprises, a patron of art, and senerous to the agracultural interests of the State, particularly the sugar planting lidustry.

Bernhard Mainzer of the firm of Hallgarten & Oblinary Notes.

Sugar planting industry.

Bernhard Mainzer of the firm of Hallgarten & Co. died yesterday, after an illness of three weeks. The immediate cause of death was pneumonia, which set in about ten days ago, two days after a surgical operation which had been successfully accomplished. Mr. Mainzer was born at Mannheim, in Baden, in 1855 had had a common school education there. After a brief business esperience he came to New Virk, and was first employed here in the Natural Park Hank. For thirty years he has been consecuted with the firm of which he was a member at the time of his death. He leaves a wide and three children. Mr. Mainzer was a member of the Harmony Club, the Llederkranz Soiety, and various charitable societies.

Abram S. Meyrick of Kingston, N. J. died

lety, and various charitable societies.

Abram S. Meyrick of Kirgston, N. J., died there on Tuesday night. He was born sixty six years ago. He received a good common school education, but never entered college. He spent most of his life on his farm at Kingston, but became known throughout the State Isrause of the attention he paid to matters pertaining to the State. He was appointed a number of the Prison Commission and did a great deal of work in pointing out needed reforms. In politics he was a stanch Republican. He was a member of the Presbyterian Church. He was a great friend of the boys at the State Reform School, and often visited them.

Mrs. Elizabeth Huntting Johnson, widow of

and often visited them.

Mrs. Elizabeth Huntting Johnson, widow of Stephen L. Johnson of Jamaics, died yesterday at the home of her daughter, Mrs. Frank Pande, at Northport. She was a native of Smithtown, and belonged to one of the oldest families of that place. She was a sister of the late Justice John S. Huntting.

Printed Bogus Battrond Tickets. Moses Schlessinger and William Schlessinger, his brother, composing the firm of Schlessinger Brothers, printers, at 174 Centre street, were held for examination by Magistrate Westwerth in the Tombs Court yesterday on the charge of printing Kosoo bogas Southern Parine Refract tickets. Detective brummond swore that correcte barnett, whom he recently arrested at mitted that he ordered the tickets from the Schlesbirgers. The plate for the tickets as also captured. The Schlesbingers said they printed the tickets in the regular order of business. Brothers, printers, at 174 Centre street, were

Foreman Neafsly of the Street Cleaning De-Speliberg of Fi Essex street on the charge successing dirt from the selewalk in the site. The arrest, by said, was hade as a tea-under tol. Warnings recent order, stelling desired the charge and was discharged and reprimand.

A Test Case Under Waring's Order

Children Cry for Pitcher's Castoria.